

DDIS 62

Approved For Release 2001/04/04 : CIA-RDP78-04452A000100030020-2

PARKING

21 Mar 1962

Situation

1. DD/I has conducted a daily (12-16, 19, 20) survey of lanes and reserved spaces assigned to this component, and of the "free" parking in south area (F, J, and south half of C), and for four of these days (14, 15, 16, 19) checked occupancy of newly assigned "temporary by permit only" roadside areas on the north side of the building. Survey was made in mid-morning 12-16 March and in mid-afternoon on 19 and 20.

2. Utilization of lanes averaged 88% in DD/I-assigned lanes

Document No. <u>4</u>	almost 100%
No Change in Class. <input checked="" type="checkbox"/>	(avg. 5 unoccupied in ? 250 available)
<input type="checkbox"/> Declassified	under 50%
Class. Changed to: TS S C	in "temporary-permit-only" roadsides
Next Review Date: _____	(lack of space markings or precise figure as to spaces available reduces this figure to "guesstimate"; 4-day average was 43 spaces occupied)
Ath.: HR 70-3	
Date: <u>7 FEB 80</u>	By: <u>025251</u>

Conclusions

1. Lanes could be over-assigned by 10 % with little danger that even most tardy permit-holder would be spaceless.
(North road is already overassigned, as 45 permits are out for 38 spaces; maximum reported occupancy: 85)

2. We still face considerable confusion and a severe morale and possibly operational problem when present "free" (South C, F, J) lanes are assigned beginning 2 April.

Proposals

1. Recall "temporary" roadside permits and replace with equal number of lane permits, proportionately over-assigned in each lane except north road; this would amount to about 8% overassignment, well below the 10% which would be quite practical.

2. Make "temporary-by-permit-only" roadsides into free areas but with opening-hour limitations to protect later shifts.

I.e., ~~most~~ majority of north areas unrestricted (assume DD/I would use) majority of south areas "No parking before 0820 (for DD/P)
some north & some south "No parking before 0840 (for DD/S)

Proportion could be basically ratio of on-duty strengths of components, with some shift toward unrestricted to care for DD/P and DD/S early arrivals.

THESE PROPOSALS would at least do something to cushion the 2 April shock and would furthermore facilitate transition to the permanent system, when those using roadside areas would go to west area and little further tinker with

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TRANSMITTAL SLIP		DATE
		22 Mar 62
TO: Director of Logistics		
ROOM NO.	BUILDING	
1C 50	Qtrs Eye	
REMARKS:		
<p style="text-align: center;">Forwarded for your comments.</p> <p>1. OL/EO <i>W/H</i> 3/23/62 2. DD/L <i>W/H</i> <i>26 Mar.</i> 3. D/L <i>W/H</i> <i>26 11</i> 4. OL/PS (action)</p> <p><i>OL/EO Singapore: 28 March 1962</i></p> <p><i>advance copy sent to OL/PS 23 March</i></p>		
FROM: [REDACTED]		
EA-DD/S		
ROOM NO. 7D 24	BUILDING Hdqts	EXTENSION 6535
FORM NO. 241 1 FEB 55	REPLACES FORM 36-B WHICH MAY BE USED.	GPO : 1957—O-439445 (47)

STATINTL